

25X1A

CLASSIFIED MESSAGE

UNIT: OXCART  
EXT: 6847  
DATE: 14 NOV 67

Approved For Release 2002/06/13 : CIA-RDP69B00041R001000040001-3

TOP SECRET

ROUTING			
1	XC/O/OSA	9	CC/O/OSA
2	OXC/O/OSA	10	Wea/O/OSA
3	D/O/OSA	11	RE/O/OSA
4	D/SA	12	
5	D/M/OSA	13	
6	SSD/R*D/OSA	14	
7	SS/OSA	15	
8	Compt/OSA	16	
DEFERRED		PRIORITY	
ROUTINE		OPERATIONAL IMMEDIATE	

TO :  
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INFO:

6732

OSA 1-15

00154

TO TOP SECRET INFO Nov 15 15 22 Z

CITE

3706

25X1A PRIORITY

25X1A

OXCART BLACK SHIELD OPS

25X1A FROM COL SHELTON

25X1A REF: 0338

SUBJECT IS CRITIQUE ITEMS - OPNL MSN BX6732

1. REF PARA 1: UNDERSTAND PKG TURN ON PROBLEM WAS APPARENTLY CAUSED BY A BAD PKG CONTROL PANEL.
2. REF PARA 2: PROJ HQS AGREES THAT PROFILE DOES NOT ALWAYS DEPICT ACTUAL AIRCRAFT PERFORMANCE.
3. REF PARA 3: FLIGHT PLAN DATA BASE IS PRESENTLY HIGH ALT CRUISE PROFILE CHART (FIG A5-7). PROJ HQS PRESENTLY CHANGING COMPUTER PROGRAM TO REFLECT THE SPECIFIC RANGE CHART (FIG A5-5) USING THE MAX AB CURVE. THIS CHANGE WILL BE INCORPORATED INTO FLIGHT PLAN ASAP. UNDERSTAND DROPPING OFF AT PROGRAMMED END AR PT MAY REQUIRE ROUTINE USE OF THE FUEL OPTION ROUTE HOME.

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INFO

CITE

25X1A 4. FYI, [REDACTED] PROJ HQ FLT PLANNER, WILL

25X1A ARRIVE [REDACTED] O/A 23 NOV 67. HE IS PREPARED TO DISCUSS IN DETAIL  
THE RECENT EXCHANGE OF MESSAGES RE THE CRITIQUE ITEMS CITED  
FROM BK6732.

END OF MESSAGE

RZO  
D/M  
CURRENT OPS [REDACTED]

25X1A

25X1A

WILLIAM E. SHELTON  
D/O/OSA

ISSUING OFFICER

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7	SS/OSA	15	
8	COMPT/OSA	16	

DEFERRED	PRIORITY	INITIALS
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TO TOP SECRET INFO

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25X1A

PRIORITY

25X1A

3527

25X1A OXCART BLACK SHIELD OPS

COL SHELTON

REF A:

25X1A

B:

C:

SUBJECT IS CRITIQUE ITEMS - OPERATIONAL MISSION BX6732

1. REF PARA 1, REF B:

25X1A

A. PER THE [REDACTED] AND FINAL FLIGHT PLAN,

CAMERA TURN-ON POINT WAS PROGRAMMED 37 NM PRIOR TO ROLL-IN  
 OF TURN.

B. AS VERIFIED BY SC&DM LINE NUMBER 721, ACFT WAS STILL  
 IN CLIMB PASSING THRU FL 73.0 AT THE PROGRAMMED LEVEL-OFF  
 POINT. SC&DM FURTHER VERIFIES PER LINE NUMBER 725 THAT THE  
 ACFT WAS STILL IN CLIMB PASSING THRU FL 76.1 AT THE PROGRAMMED

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25X1A [REDACTED] CAMERA TURN-ON POINT.

C. REALIZE ROUTE BRIEFING WAS FOR PILOT TO CONTINUE UP TRACK WITH THE TANKER TO "DTG 410 TO POSITION 9," HOWEVER, BY STARTING CLIMB 55 MILES UPSTREAM FROM END A/R POINT, APPARENTLY LEVEL-OFF POINT AND SUBSEQUENT CHECKLIST ITEMS WERE DELAYED.

2. REF PARA 2, REF B:

A. INFORMATION HERE INDICATES THAT TURNING Q BAY CONTROL "OFF" (AS WAS INADVERTENTLY DONE) HAS NO EFFECT ON DATA CHAMBER CORRELATION SINCE THIS MERELY TAKES SYSTEM OUT OF THE "WARM-UP" MODE. NO CAMERA OPERATION INVOLVED PER SE. FYI, REGARDLESS OF POSITION OF Q BAY CONTROL, THE DATA CHAMBER CLOCK STARTS OPERATING WITH INS TURN ON TO NAV MODE BEFORE START ENGINES CHECKLIST (APPROX 15 MINUTES PRIOR TO TAKEOFF). [REDACTED] CAMERA REPS CONCUR IN

PRECEDING COMMENTS.

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B. PROJ HQ SC&DM DATA WAS ORIGINALLY USED TO VERIFY CAMERA TURN-ON POINT FOR THIS MISSION. INCREASED SCAN RATE OCCURS ON LINE NUMBER 760 OF SC&DM AT 21-28N; 103-58E. THESE COORDINATES IN AGREEMENT WITH FIRST PHOTO ON THIS FLIGHT LINE AS VERIFIED BY NPIC ANALYSIS.

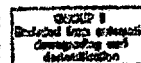
3. REF PARAS 3A AND 3C, REF B:

A. THE COMPUTER FLIGHT PLAN USED FOR MISSION EXECUTION IS BASED ON PUBLISHED PERFORMANCE DATA CONTAINED IN THE A-12 UTILITY FLIGHT MANUAL AND MUST CONTINUE TO BE USED AS OUR PLANNING BASE UNTIL CHANGED BY SUBSEQUENT FLIGHT TEST DATA AND REPUBLISHED BY LAC. PROJ HQ AGREES THAT DUE TO TEMPERATURES, CLIMB AND DESCENT RANGES MAY NOT BE ACCURATE AS PORTRAYED IN THE FLIGHT PLAN. ARE YOUR COMMENTS IN THESE PARAGRAPHS PROPOSING/RECOMMENDING CHANGES TO THE EXISTING A/R PROFILE (FIG 3, CHAP III, OF TAC DOCTRINE)?

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4. REF PARA 3B OF REF B:

FUEL DECISION POINT ABEAM HAINAN ISLAND WAS INTRODUCED AS  
DECISION POINT TO BE USED AS NECESSARY TO ARRIVE KADENA WITH  
10,000 LBS. PROJ HQ DESIRES THAT IT CONTINUE TO BE USED IN THIS  
MANNER.

5. REF PARA 4 OF REF B:

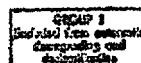
NOTED. MAKES GOOD SENSE TO TAKE ADVANTAGE OF BETTER  
*TO START CC*  
CLIMB PERFORMANCE AND GET HOME WITH MORE FUEL PROVIDED  
MISSION REQUIREMENTS NOT JEOPARDIZED.

6. FYI, PROJ HQ CONVENES A FORMAL CRITIQUE THREE DAYS  
AFTER EACH OPERATIONAL MISSION IS FLOWN. DURING HQ CRITIQUE,  
APPROPRIATE STAFF MEMBERS RECAP ALL ASPECTS OF THE MISSION.  
THIS ACCOMPLISHED WITH DATA AVAILABLE; I.E., SC&DM, PILOT BRIEF/  
DEBRIEF TAPES, SYSTEM VI READOUT, FILM, RCM REPORTS, ETC.

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TO PAGE 5 INFO CITE

A. UNDERLYING PURPOSE OF THIS FORMAL REVIEW IS  
IMPROVED OPERATION AND PRODUCT IMPROVEMENT.

B. IF NOT ALREADY BEING DONE, REQUEST SIMILAR FORMAL  
MISSION CRITIQUE/REVIEW BE ACCOMPLISHED AT KADENA.

END OF MESSAGE

SSD/R&D

LSK

D/M

Commo

Oke PLANS R.D.K.

25X1A

25X1A

WILLIAM E. SHELTON

D/O/OSA

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2	OXC/O/OSA	10	CC/OSA
3	D/O/OSA	11	Wea/O/OSA
4	D/SA	12	RB/OSA
5	SS/OSA	13	
6	Commo/OSA	14	
7	D/M/OSA	15	
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OSA1-15

48906

TO:

TOP SECRET INFO

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25X1A

PRIORITY

INNOV GABLE 01 2

25X1A

OXCART BLACK SHIELD OPS

25X1A

FROM COL SHELTON

SUBJECT IS CRITIQUE ITEMS - OPNL MSN BX6732

1. DURING RECENT PROJ HQS CRITIQUE/REVIEW OF BX6732,  
FOLLOWING TWO DISCREPANCIES NOTED IN OPERATIONAL MISSION  
OPERATING PROCEDURES:

A. CAMERA OPERATION:

(1) NPIC PHOTO PLOT OF THE MISSION PHOTOGRAPHY  
VERIFIES THAT THE FIRST IDENTIFIABLE FRAME ON THE  
SECOND PASS IS NUMBER 509. COORDINATES OF THE NADIR  
POINT AT THIS TIME ARE 21-28N; 103-58E INDICATING THAT  
CAMERA TURN ON WAS ACCOMPLISHED APPROXIMATELY SIX  
MINUTES LATER THAN PROGRAMMED TURN ON TIME/POINT  
STIPULATED IN THE [REDACTED] CAMERA WAS

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48906

TO PAGE 2 INFO CITE

TO BE TURNED ON AT QB01/000 (20-00N; 101-42E).

(2) REQUEST YOU REVIEW THIS SUBJECT IN DETAIL

WITH ALL PROJECT PILOTS AND PARTICULARLY WITH

25X1A

[REDACTED] TO DETERMINE REASON FOR APPARENT DELAY  
IN CAMERA OPERATION ON SECOND PASS. PLS ADVISE PROJ  
HQS RESULTS YOUR DISCUSSION THIS SUBJECT.

(3) IT IMPERATIVE THAT CAMERA ON/OFF POINTS/TIMES  
BE STRICTLY ADHERED TO ON ALL OPERATIONAL MISSIONS.

25X1A

B. DROPPING OFF THE BOOM PRIOR TO END A/R [REDACTED]

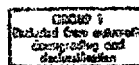
PILOT REPORT/SC&DM DATA VERIFIES THAT ARTICLE HAD  
67M ON BOARD AND DROPPED OFF THE BOOM SOME 55NM PRIOR TO  
END OF SECOND [REDACTED] A/R. AT THIS POINT AIRCRAFT  
STARTED TURN AND INITIATED CLIMB FOR SECOND PASS

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**48906**

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ACROSS DENIED. REALIZE THIS PROCEDURE IMPROVES FUEL RESERVE OVER DESTINATION HI-CONE; HOWEVER, PROJ HQ DOES NOT CONSIDER IT DESIRABLE FOR FOLLOWING REASONS:

(1) THE DECREASED CLIMB DISTANCE AVAILABLE DEGRADES CAPABILITY TO MAKE GOOD MINIMUM PENETRATION ALTITUDE/ SPEED THUS DIRECTLY AFFECTING VULNERABILITY FOR SECOND PASS.

(2) AIRCRAFT IS OPERATING OUTSIDE THE COORDINATED/ APPROVED AIRSPACE BLOCK.

NOTE: FYI SC&DM DATA FROM BX6733 VERIFIES SAME EARLY DROP~~OFF~~ OFF THE BOOM FOR A/R #2.

2. EXCEPT FOR FLIGHT SAFETY CONSIDERATIONS; I.E., WEATHER, FUEL RESERVES, THREAT FROM ENEMY DEFENSES, ETC., OPERATIONAL

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48906

TO PAGE 4 INFO CITE

MISSIONS MUST BE BRIEFED AND FLOWN IAW PROJ HQ FLT PLAN AND  
MISSION GENERATION MESSAGES, AND TAC DOCTRINE.

JW.

END OF MESSAGE

OKC PLANS KO  
RFD

25X1A

[Redacted Signature]

WILLIAM E. SHELTON

for D/O/OSA

RELEASING OFFICER

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[Redacted Signature]

C/OXC/O/OSA

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